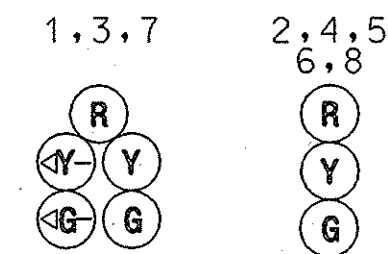


BUSINESS US 1 IS ASSUMED TO RUN IN A NORTH-SOUTH DIRECTION

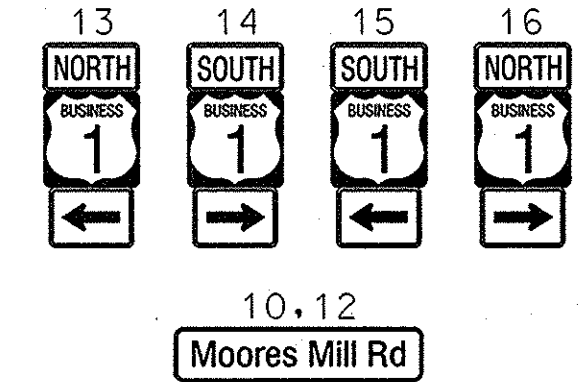
EXISTING SIGNALS



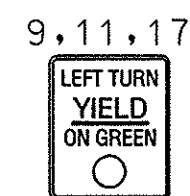
PROPOSED VIDEO DETECTION CAMERA

a,b,c,d

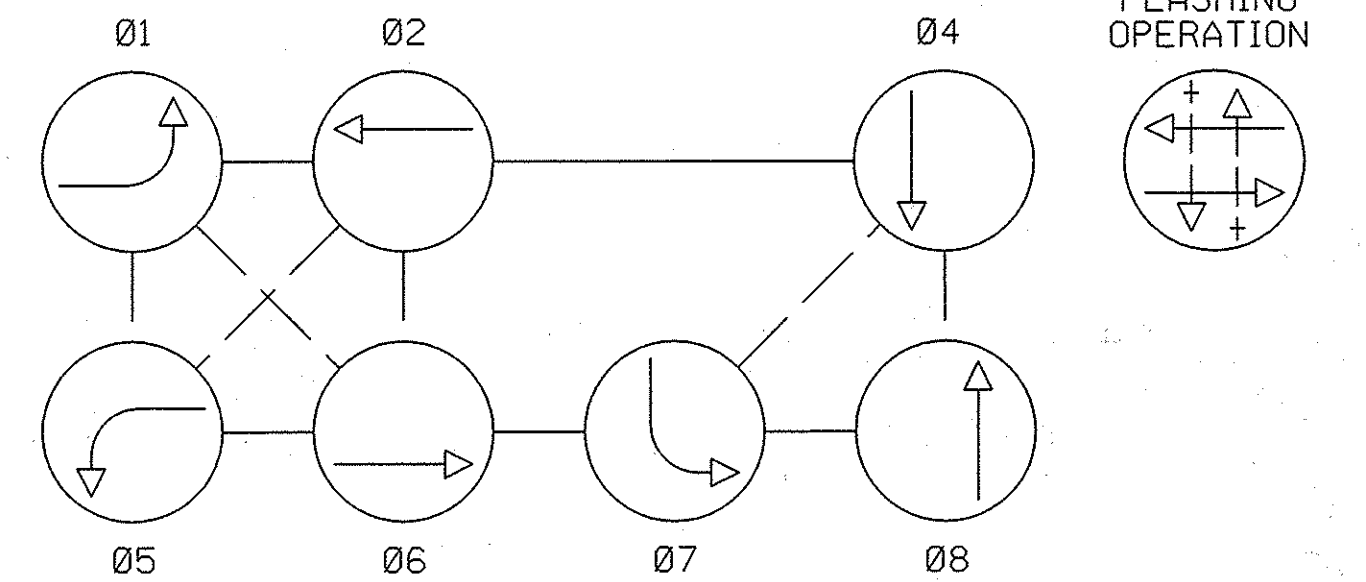
EXISTING SIGNS TO REMAIN



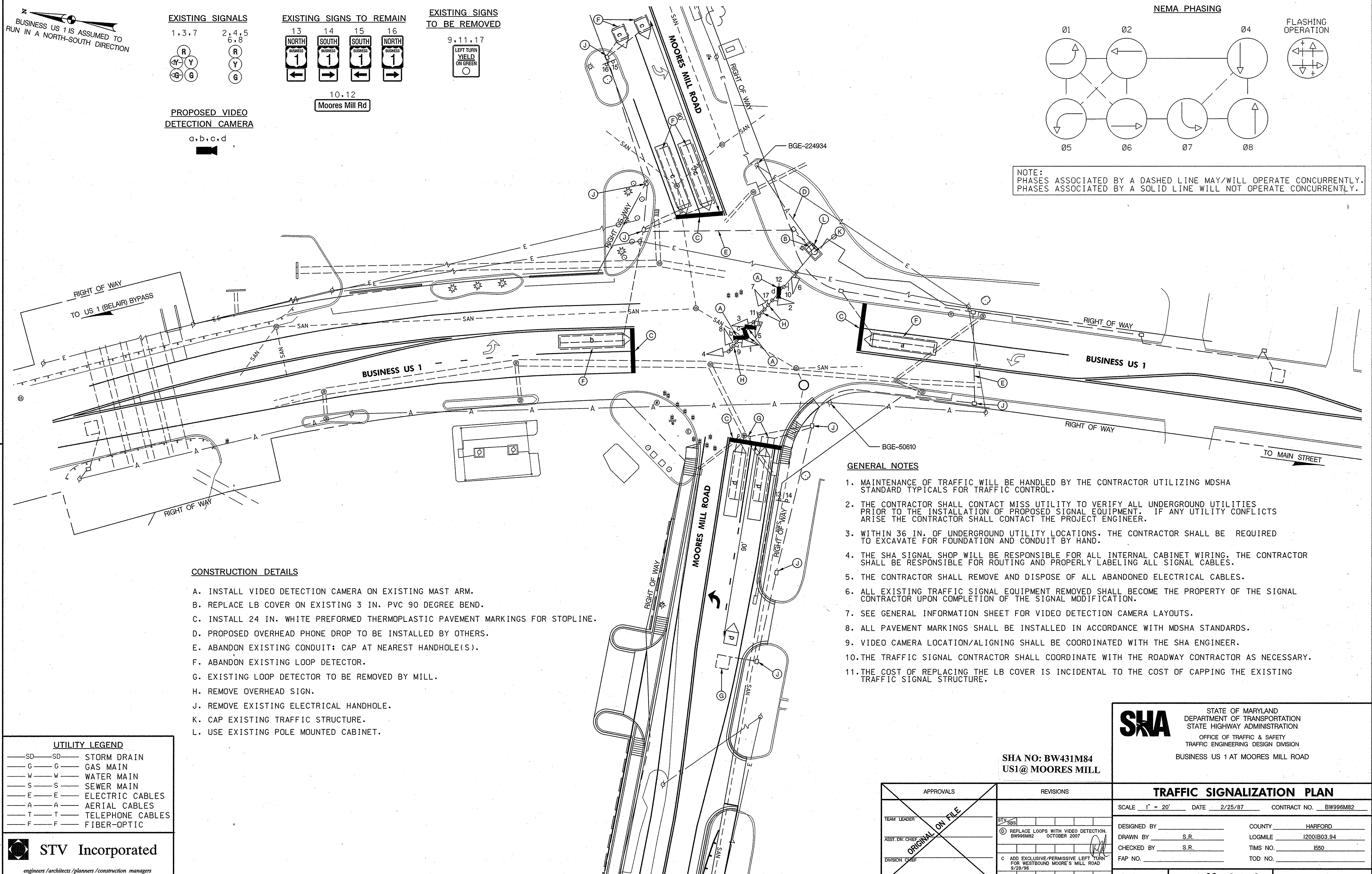
EXISTING SIGNS TO BE REMOVED



NEMA PHASING



NOTE: PHASES ASSOCIATED BY A DASHED LINE MAY/WILL OPERATE CONCURRENTLY. PHASES ASSOCIATED BY A SOLID LINE WILL NOT OPERATE CONCURRENTLY.



CONSTRUCTION DETAILS

- INSTALL VIDEO DETECTION CAMERA ON EXISTING MAST ARM.
- REPLACE LB COVER ON EXISTING 3 IN. PVC 90 DEGREE BEND.
- INSTALL 24 IN. WHITE PREFORMED THERMOPLASTIC PAVEMENT MARKINGS FOR STOPLINE.
- PROPOSED OVERHEAD PHONE DROP TO BE INSTALLED BY OTHERS.
- ABANDON EXISTING CONDUIT; CAP AT NEAREST HANDHOLE(S).
- ABANDON EXISTING LOOP DETECTOR.
- EXISTING LOOP DETECTOR TO BE REMOVED BY MILL.
- REMOVE OVERHEAD SIGN.
- REMOVE EXISTING ELECTRICAL HANDHOLE.
- CAP EXISTING TRAFFIC STRUCTURE.
- USE EXISTING POLE MOUNTED CABINET.

UTILITY LEGEND

SD	SD	STORM DRAIN
G	G	GAS MAIN
W	W	WATER MAIN
S	S	SEWER MAIN
E	E	ELECTRIC CABLES
A	A	AERIAL CABLES
T	T	TELEPHONE CABLES
F	F	FIBER-OPTIC

**STV Incorporated**  
engineers / architects / planners / construction managers  
7125 Ambassador Road Baltimore, MD 21244-2722 (410) 944-9112

GENERAL NOTES

- MAINTENANCE OF TRAFFIC WILL BE HANDLED BY THE CONTRACTOR UTILIZING MDSA STANDARD TYPICALS FOR TRAFFIC CONTROL.
- THE CONTRACTOR SHALL CONTACT MISS UTILITY TO VERIFY ALL UNDERGROUND UTILITIES PRIOR TO THE INSTALLATION OF PROPOSED SIGNAL EQUIPMENT. IF ANY UTILITY CONFLICTS ARISE THE CONTRACTOR SHALL CONTACT THE PROJECT ENGINEER.
- WITHIN 36 IN. OF UNDERGROUND UTILITY LOCATIONS, THE CONTRACTOR SHALL BE REQUIRED TO EXCAVATE FOR FOUNDATION AND CONDUIT BY HAND.
- THE SHA SIGNAL SHOP WILL BE RESPONSIBLE FOR ALL INTERNAL CABINET WIRING. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ROUTING AND PROPERLY LABELING ALL SIGNAL CABLES.
- THE CONTRACTOR SHALL REMOVE AND DISPOSE OF ALL ABANDONED ELECTRICAL CABLES.
- ALL EXISTING TRAFFIC SIGNAL EQUIPMENT REMOVED SHALL BECOME THE PROPERTY OF THE SIGNAL CONTRACTOR UPON COMPLETION OF THE SIGNAL MODIFICATION.
- SEE GENERAL INFORMATION SHEET FOR VIDEO DETECTION CAMERA LAYOUTS.
- ALL PAVEMENT MARKINGS SHALL BE INSTALLED IN ACCORDANCE WITH MDSA STANDARDS.
- VIDEO CAMERA LOCATION/ALIGNING SHALL BE COORDINATED WITH THE SHA ENGINEER.
- THE TRAFFIC SIGNAL CONTRACTOR SHALL COORDINATE WITH THE ROADWAY CONTRACTOR AS NECESSARY.
- THE COST OF REPLACING THE LB COVER IS INCIDENTAL TO THE COST OF CAPPING THE EXISTING TRAFFIC SIGNAL STRUCTURE.

SHA NO: BW431M84  
US1@ MOORES MILL

**SHA** STATE OF MARYLAND  
DEPARTMENT OF TRANSPORTATION  
STATE HIGHWAY ADMINISTRATION  
OFFICE OF TRAFFIC & SAFETY  
TRAFFIC ENGINEERING DESIGN DIVISION  
BUSINESS US 1 AT MOORES MILL ROAD

APPROVALS		REVISIONS		TRAFFIC SIGNALIZATION PLAN	
		STV		SCALE 1" = 20'	DATE 2/25/87
		ASSIST. DIV. CHIEF		CONTRACT NO. BW996M82	
		DIVISION CHIEF		DESIGNED BY	COUNTY HARFORD
		OFFICE DIRECTOR		DRAWN BY S.R.	LOGMILE 1200IB03.94
				CHECKED BY S.R.	TIMS NO. 1550
				FAP NO.	TOD NO.
				TS NO. 2287D	DRAWING SG- 1 OF 2
				SHEET NO. 19 OF 21	

PLOTTED: Thursday, October 11, 2007 AT 12:56 PM  
FILE: I:\PROJECTS\0312522\0312522\_0001\Drawings\TRA\box\event\Sigal\pSG-P000\_us1b.dgn